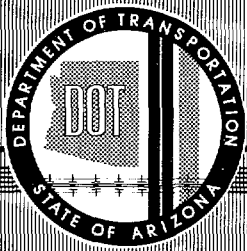


86-87

PROGRESS REPORT

**Fiscal
1986-87**

Arizona Department of Transportation



ADOT

Working today for the future

The Arizona Department of Transportation (ADOT) was created by legislation in 1974 to lead in providing the people of Arizona with a safe, balanced and integrated statewide transportation system to meet present and future needs

It serves as the state's key agency to plan, develop, maintain and operate facilities for the efficient movement of people and goods by surface and air throughout Arizona.

The department is divided into five divisions:

Highways, overseeing the primary transportation system in the state.

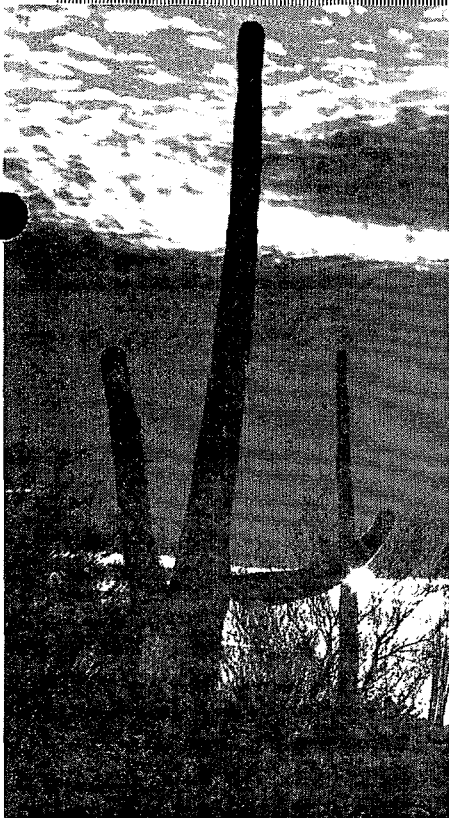
Motor Vehicle, licensing drivers, titling and registering vehicles, and collecting user revenues.

Aeronautics, supporting local airport improvements and air service.

Transportation Planning, performing statewide multi-modal planning, developing policy initiatives, and preparing the annual update of the five-year highway construction program.

Administrative Services, providing support services for all ADOT divisions.

This brochure lists the major achievements of ADOT during the 1987 fiscal year. We welcome inquiries for more detailed materials about specific programs. Requests for more information may be addressed to the Community Relations Office, 206 S. 17th Avenue, Room 107A, Phoenix, AZ 85007.

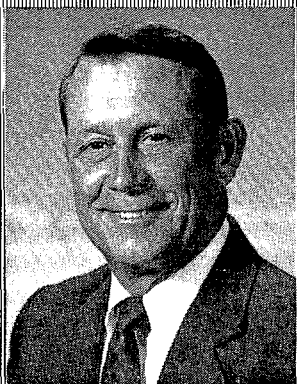
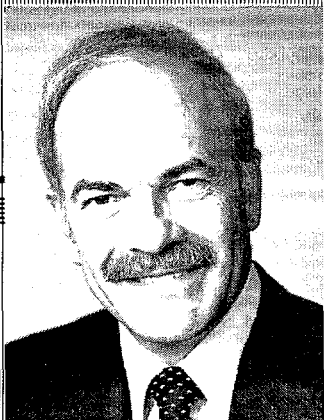


In the photos on the facing page from top to bottom and left to right are:

Director Charles L. Miller; Deputy Director James S. Creedon; State Engineer W.O. Ford;

Paul Waddell, director of Administrative Services; Lee Prins, director of the Motor Vehicle Division;

Jack Christopherson, director of Aeronautics, and Harry Reed, director of Transportation Planning.



MANAGEMENT

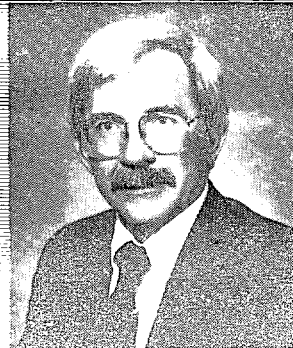
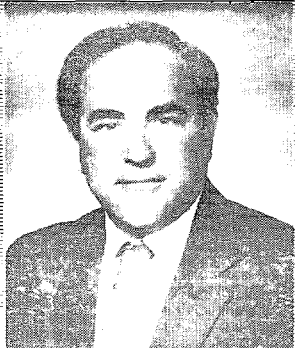
Leadership with skill, continuity

ADOT Director Charles L. Miller originally was appointed to the top position in the Department in early 1985. Miller had joined ADOT as State Engineer in 1984 after a 30-year career with the West Virginia Department of Highways, including seven years as the agency's chief executive officer.

Other executives who remained as part of the Department's executive team included Deputy Director Jim Creedon, State Engineer Owen Ford, and Transportation Planning Division Director Harry Reed.

Three new division directors joined the Department during the 1987 fiscal year. They are Lee Prins, Director of the Motor Vehicle Division; Jack Christopherson, Director of the Aeronautics Division, and Paul Waddell, Director of the Administrative Services Division.

Prins formerly was the assistant manager of the Maricopa County Auto License Department; Christopherson was a regional manager based in Mesa for a general aviation manufacturer, and Waddell was a manager of an Arizona-based construction and mining supply company who formerly was an assistant director for administration in the Arizona Department of Revenue.



Gearing up for major new projects

HIGHWAYS

Late in the fiscal year, the **State Transportation Board** approved a record five-year, \$2.7 billion highway improvement program, including \$1.5 billion for freeways and expressways in the Phoenix metropolitan area to be financed with the half-cent increase in the state sales tax approved by the voters in October, 1985.

Also in the program is \$140.8 million primarily for the Aviation Corridor in Tucson; \$22.8 million to complete the Papago Freeway in Phoenix; \$58.8 million to widen I-10 from 40th Street to Baseline Road in Phoenix, and \$56.9 million to widen I-10 and to extend frontage roads in Tucson.

The program also includes \$385 million for new construction and widening projects on the non-interstate system statewide; \$311.5 million for resurfacing projects on interstate and non-interstate highways statewide; \$100 million for minor projects statewide; \$13.7 million for safety projects; \$4.9 million for small bridge projects, and \$4 million for transportation system improvements.

Significant progress was made during the fiscal year in the construction of the largest and most unique highway contract ever awarded by the State Transportation Board—the \$62.9 million construction of “**The Stack**” or interchange linking the Papago and Black Canyon Freeways. All but a few of the more than 200 piers in the project have been constructed and a substantial number of steel beams have been put in place to link the piers. The western half of “The Stack” will be completed in mid-1988.

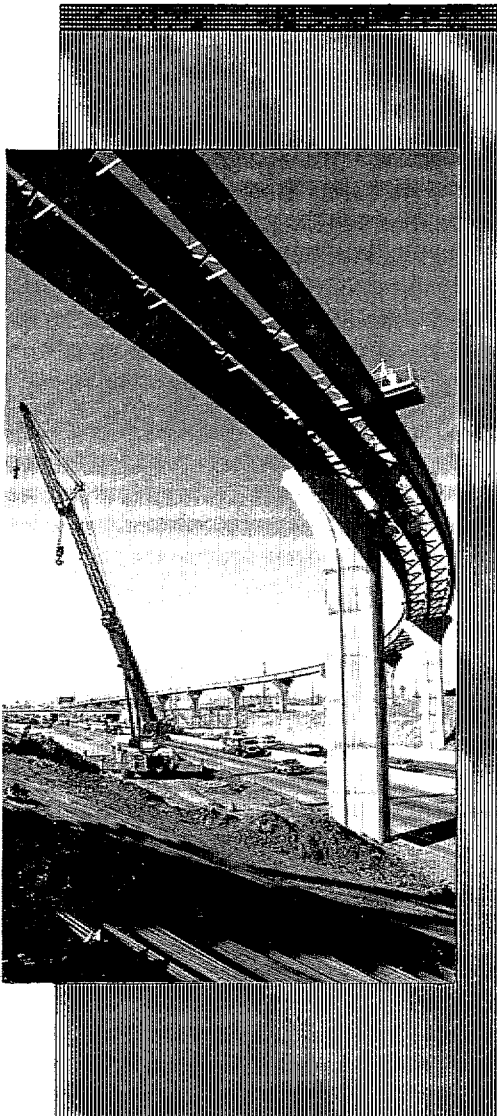
Meanwhile, construction is advancing rapidly on the Inner Loop of the **Papago Freeway**—the final stage of the 20-mile project. The construction of the Papago between Third Street and the Maricopa Freeway—\$59.8 million project—moved persistently toward a mid-1988 completion.

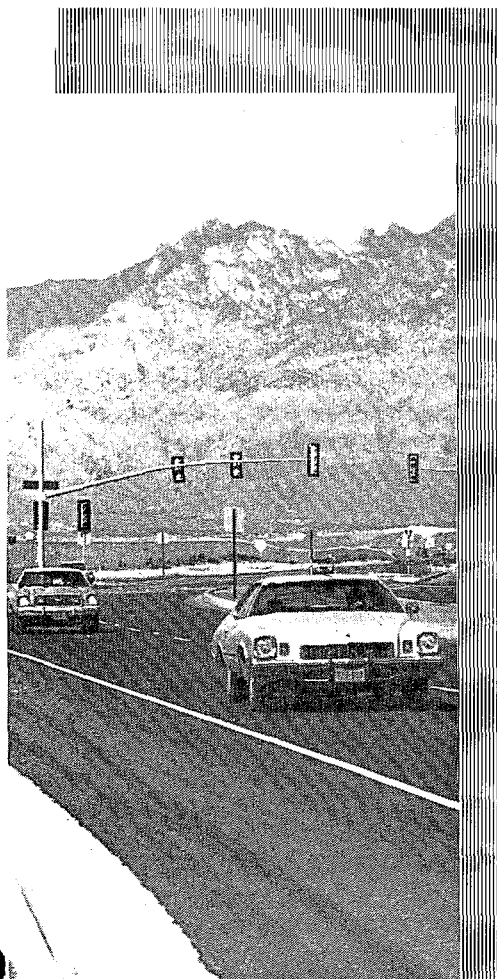
At the same time, work on widening the Maricopa Freeway to match up with the Papago Freeway also moved toward a mid-1988 completion. The work is being done under two contracts totaling \$44 million.

Two new Inner Loop contracts were awarded during the 1987 fiscal year, including the \$55.7 million contract for “The Deck” over the Papago between Third Avenue and Third Street and the \$29 million contract to build the Papago between 19th and 15th Avenues.

Construction also began during the 1987 fiscal year on the first elements of the 230-mile freeway and expressway system for the Phoenix metropolitan area that was approved by the voters in October, 1985.

In the West Valley, a \$27.6 million project was started to construct the Agua Fria Freeway (**Outer Loop**) between Northern and Grand Avenues. Several months later a \$44.3 million contract was awarded to construct the Agua Fria between Grand Avenue and Price Road. The two projects total 7.5 miles.





In the East Valley, two contracts totaling \$19.3 million were awarded to construct six bridges over the future Pima Freeway (Outer Loop) between First and Southern Avenues in Tempe.

While construction was initiated on the Outer Loop, considerable activity was taking place to complete the location and preliminary design public hearings for other elements of the freeway and expressway system--an essential step before right-of-way acquisition and detailed engineering can begin.

Consulting engineers were retained for each element of the system to consider alternative alignments for each of the corridors. By the end of the fiscal year, alignments had been fixed for five freeways or expressways: Squaw Peak, Paradise (Glendale Section), East Papago Extension, Hohokam and Sky Harbor.

Throughout Arizona, an accelerated highway improvement program also was underway. Major highway reconstruction, widening or resurfacing projects were started in all of the 15 counties in the state.

Particularly significant were projects completed in Pima County that nearly finished the extensive expressway system around Davis Monthan Air Force Base that links residential areas to the north with the airport and industrial area to the south. New I-10 interchanges were completed at Alvernon Way and Kolb Road and a major widening and reconstruction project was finished on Kino Boulevard.

Refurbishing an older section of I-10 through Tucson also was high on the agenda for fiscal 1987. Planning began for major improvements on the freeway between I-19 and Kino Boulevard and public comment was sought. Construction of the \$36 million project will begin in fiscal 1989.

Additionally, the first phase of the \$250 million **Aviation Corridor** project in **Tucson** was completed. This included reviewing the location study, planning and evaluating the proposed design, and developing the design and construction schedules.

In other counties, some of the highlight projects were:

Coconino County: resurfacing 11 miles of I-17 south of Flagstaff, \$2.5 million, and reconstructing four miles of S.R. 64 near the Grand Canyon, \$2.8 million.

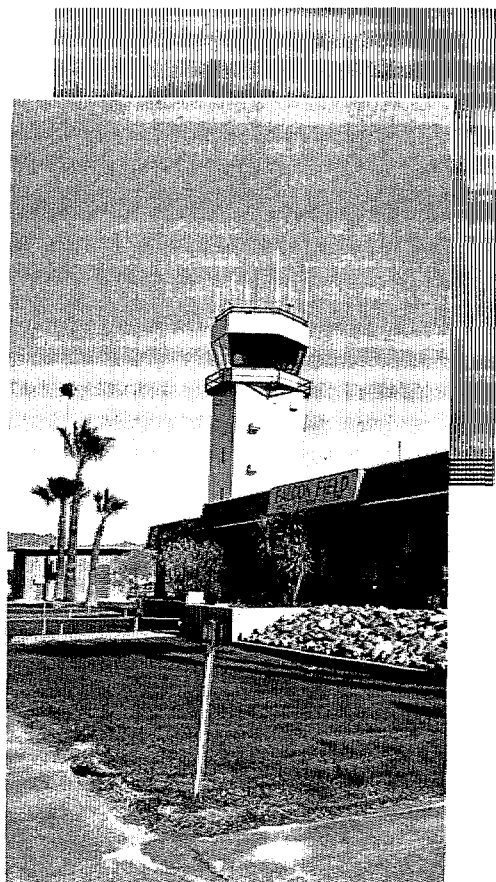
Gila County: widening S.R. 87 between Ord Mine and S.R. 188, \$12.3 million, and reconstructing 1.3 miles of S.R. 260 east of Christopher Creek, \$6.1 million.

La Paz County: realigning 6.1 miles of S.R. 95 north of Parker, \$4.9 million, and resurfacing 12.4 miles of I-10 near Brenda, \$4.3 million.

Navajo County: reconstructing 1.7 miles of S.R. 260 between Show Low and Lakeside, \$2.9 million, and resurfacing 6.7 miles of I-40 between Holbrook and Sun Valley, \$3.2 million.

Supporting the construction program were other key elements of the Highways Division. The **Materials Section**, for example, reports that rutting of asphalt pavements, a national concern that once was one of Arizona's major problems, has been virtually eliminated. This was accomplished through instituting innovative new specifications for pavements and through the cooperation of the asphalt paving industry.

Additionally, the Materials Section continued to advocate and design recycled pavements for resurfacing projects, saving tax dollars and conserving energy because less asphalt is used. About 100,000 tons of recycled asphalt were used in fiscal 1987 and this amount is expected to grow to 400,000 tons annually within the next four years.



Another key part of the Highways Division is the **Maintenance Section** which keeps highways in good shape and responds to emergencies when needed. One such instance was in February, 1987, when snow storms blanketed Gila and Yavapai Counties, creating particular problems in Gila County. Maintenance crews from Districts 1 and 2 were dispatched to the Mogollon Rim area and plowed snow while working 12-hour shifts.

Backing up the maintenance crews was **Equipment Services** which provided training for 600 employees in 62 organizational units in the proper use of dump trucks, front end loaders and tilt trailers.

Another important part of the Highways Division is the **Traffic Engineering Section**, which is concerned with making the highways easier to drive on. One step taken during the past year was the installation of long-lasting high quality thermoplastic pavement striping and raised pavement markers on over 100 miles of state highways.

Airport projects reach new heights

AERONAUTICS

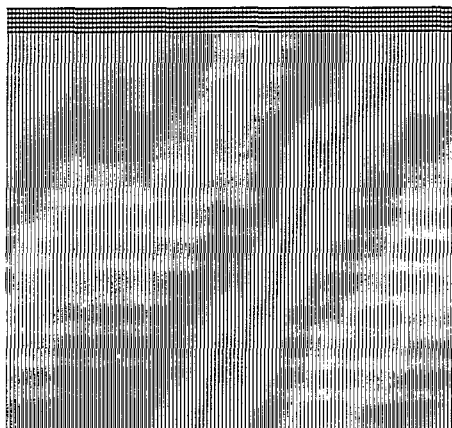
The department prepared a five-year, \$189.9 million statewide airport development program for the State Transportation Board covering 158 projects at general aviation and air carrier airports for the period of fiscal 1988 through fiscal 1992. Because of aviation tax reform legislation passed in 1986, this has allowed for a 200 percent increase in the number of projects included in the 1988-1992 program.

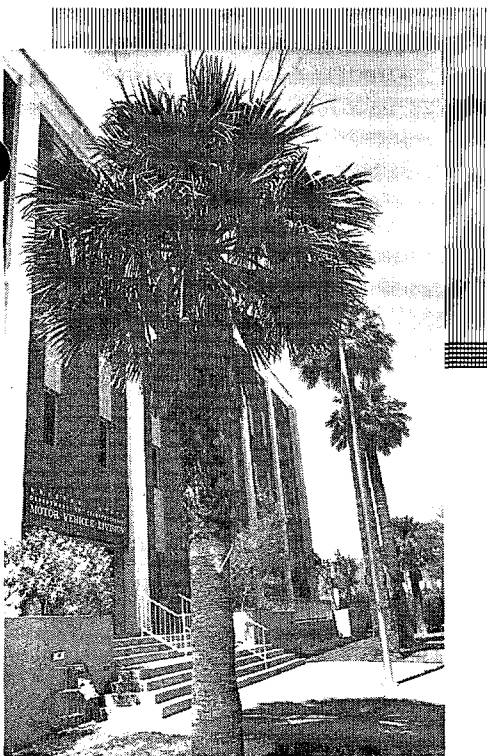
In fiscal 1987, ADOT helped 29 communities obtain \$24.4 million in federal funds for airport development projects matched by state funds. Five other communities received state funds for smaller projects with local governments providing matching funds.

The **Grand Canyon Airport** remained the third busiest air carrier airport in the state during fiscal 1987 with 101,000 takeoffs and landings and with 367,000 passengers enplaning and deplaning. The airport has been operated by state government since its construction in 1965.

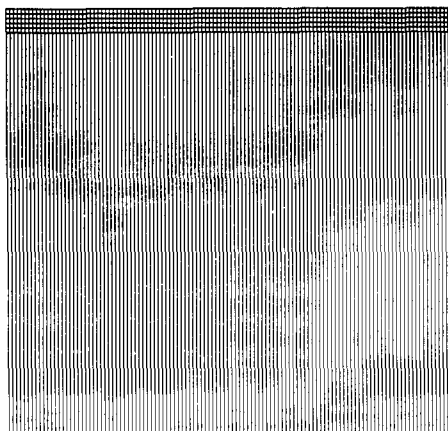
The department also promoted aviation by helping sponsor **Aviation Week** during the spring of 1987, conducting three safety seminars and distributing various aviation publications to the flying public.

A total of 6,135 aircraft were registered in the state in early 1987, producing \$1.4 million in revenue, a 44 percent decrease over 1986. This decrease was expected because the tax reform legislation cut the tax rate in half. In addition, aviation fuel taxes, which totaled \$431,000, decreased five percent from the previous year. The Airline Flight Property Tax, which was added for the first time, provided \$769,000 in revenue and is projected to increase to approximately \$6.3 million by 1992. Miscellaneous revenues totaled \$500,000, bringing the total State Aviation Fund Revenues to \$3.1 million.





MOTOR VEHICLES



Work also progressed on the updating and automation of the **State Aviation System Plan (SASP)**. As part of the plan, a new section on pavement management was added to the SASP. When completed, it will provide information concerning the status of all the primary airport pavements and alternate economic strategies for optimizing pavement maintenance.

In the spring of 1987, an aviation gas tax reform bill was signed. The bill defines aviation gas in the state statutes and imposes a five-cent-per-gallon tax for use in airport construction. The bill eliminated a cumbersome refunding procedure and exempts aerial applicators from any state aviation gas tax.

Introducing new service programs

The Motor Vehicle Division collected and distributed \$543.5 million in **Highway User Revenue Funds**. ADOT received 46.5 percent of the funds; the cities, 30 percent; the counties, 20 percent, and the cities with populations greater than 300,000, 3.5 percent.

The Division completed all arrangements during fiscal 1987 to permit implementing the **Vehicle Information System for Tax Administration (VISTA)** in September, 1987. The system automates the registration process for the **International Registration Plan (IRP)**. The plan permits motor carriers to register in their home states for travel in several states and prorates registration fees among all the states.

Worked neared completion on the two-year-old implementation phase of the **Tax and Revenue Group Automated Tracking System (TARGATS)**. The automated system will permit the Division to collect and distribute HURF funds more efficiently. It also will automate licensing, insurance, bonding and audit requirements for motor carriers and speed their processing through ports-of-entry.

New driver license offices were opened in **East Mesa, North Scottsdale and Chinle**, bringing the total number of full-time driver license offices in the state to 32.

Construction began on two new regional service centers—one in **Kingman** and another in **Prescott**. Title and Registration and Driver License services will be located in these offices.

Some **East Valley** driver license facilities were equipped and personnel were trained on computer generated driver license applications. This program will be implemented statewide by June, 1988.

Work began on a Division reorganization that will streamline the management structure of the Division into specific program alignments. Implementation is planned early in the 1988 fiscal year.

The Division expanded its program of conducting driver citation points hearings by phone. Approximately 85 percent of point hearings are

so conducted. This has reduced hearing officer travel time and expense and public response has been very favorable.

MVD assumed administrative responsibility for the auto license program in **Yuma County**, bringing to nine the total number of counties where MVD handles this function.

A special personalized license plate for handicapped drivers was introduced in the fiscal year. The plate carries the international wheelchair symbol for the handicapped.

A statewide licensed auto dealer listing has been automated with monthly updates for use by auto dealers, Title and Registration Offices, and county-operated auto license operations.

Facilities providing a one-stop service to the public for a combination of title and registration and driver license services were opened at **Benson and Willcox**, bringing the total number of facilities offering these dual services to 11.

A high security **Intaglio Title** was developed for vehicles. (Use of this computer-generated title was begun early in fiscal 1988.)

The **Driver Improvement Automation Program** was implemented in January, 1987. Approximately 85 to 90 percent of all driver improvement actions have been automated.

The process for verification of insurance among motorists was automated in May, 1987, allowing for computer-generated notices for random sampling, accident verifications, and insurer responses.

The Legislature passed a law effective in 1987 authorizing the renewal of driver licenses by mail for motorists who have not had a moving violation and who have not had their licenses suspended, revoked, cancelled or denied for the four years immediately preceding. Approximately 70,000 persons used the new procedure during the first few months of the program.

The new **Arizona Motorcycle Safety Program** was successfully implemented in the greater Phoenix area. The program consists of voluntary safety courses for experienced and inexperienced motorcyclists.

The **Medical Review Program** implemented new medical screening questions and procedures this year for all licensed drivers. These questions cover all medical conditions that affect functional driving ability. The program's **Medical Advisory Board** now has recommended medical licensing standards for seven medical categories. Three of these are in the rules adoption process.



Vital support for all operations

The **Strategic Budget Process**, in which five-year projections of operating costs, construction costs and revenues are integrated with departmental planning efforts, entered its second annual cycle. Overall, results from the first year's efforts were more than satisfactory and indicate that this effort is beneficial and well worth continuing.

Preparation of graphic display material on personal computers continues to expand and is being used more extensively for State Transportation Board presentations, public meetings and departmental financial statements for bond rating agencies.

The **Resource Management Group** coordinated activities associated with several major bond issues, including two bond issues totaling \$352.4 million to finance freeway construction in Maricopa County. The issues were backed by transportation excise taxes (the half-cent sales tax increase) approved by the Maricopa County voters in October, 1985.

A long range econometric model was developed by Arizona State University consultants for forecasting Maricopa transportation excise taxes. The model demonstrates remarkable historical accuracy and is an important element in financial planning for the Maricopa County program and for the Department's bonding efforts.

A new comprehensive quarterly report for the Maricopa Regional Area Road Fund was initiated, presenting information concerning actual and forecasted revenues, construction expenditures and the status of bond funds.

The **Information Systems Group** reported that the Department's hardware, software and communications support of the Executive Information System (EIS) has provided a much needed information system to executive level management.

The Department's Amdahl mainframe computer was upgraded to a 5880 system, as scheduled, and has provided users in the Department with greater processing flexibility and efficiency.

A 100-terminal Wang VS 100 system was installed in the Highway Development Group to support office automation users. This system has materially enhanced the Group's ability to keep pace with the rapidly expanding workload.

The **Fiscal Operations Group** implemented an on-line capability to send financial adjustments to the Department of Administration monthly.

The Purchase Order Draft system was successfully converted to the Grand Canyon Credit Union to allow the Department to earn interest on the available fund balance.

The Division consummated an agreement with the Department of Administration to enable the Department to submit Equipment Services and Warehouse financial information to them on computer tape.



A new policy on capitalizing state property was established. The new policy will increase the recovery of Federal Aid.

The Division obtained a new Transportation Accounting System (TRACS) contract that will give the Department an integrated financial system, including general and cost accounting.

The Procurement Group developed an electronic process to receive bid lists and vendor's mailing labels from the state purchasing files in the Department of Administration.

The purchase order draft process was upgraded by installing a word processing system, thus increasing productivity.

A laser printer was installed to provide high quality documents for contracting and procurement requirements.

The General Operations Group completed construction of the Flagstaff MVD Service Center, the Scottsdale Driver License Facility, the Kingman Equipment Shop and the Country Club Highway Maintenance Yard. The total cost of these projects was \$1.9 million.

Ergonomic projects were completed in the Urban Highways Section and the Audit and Analysis Section. These projects provide an ideal work environment for employees, effective utilization of work space and increased productivity.

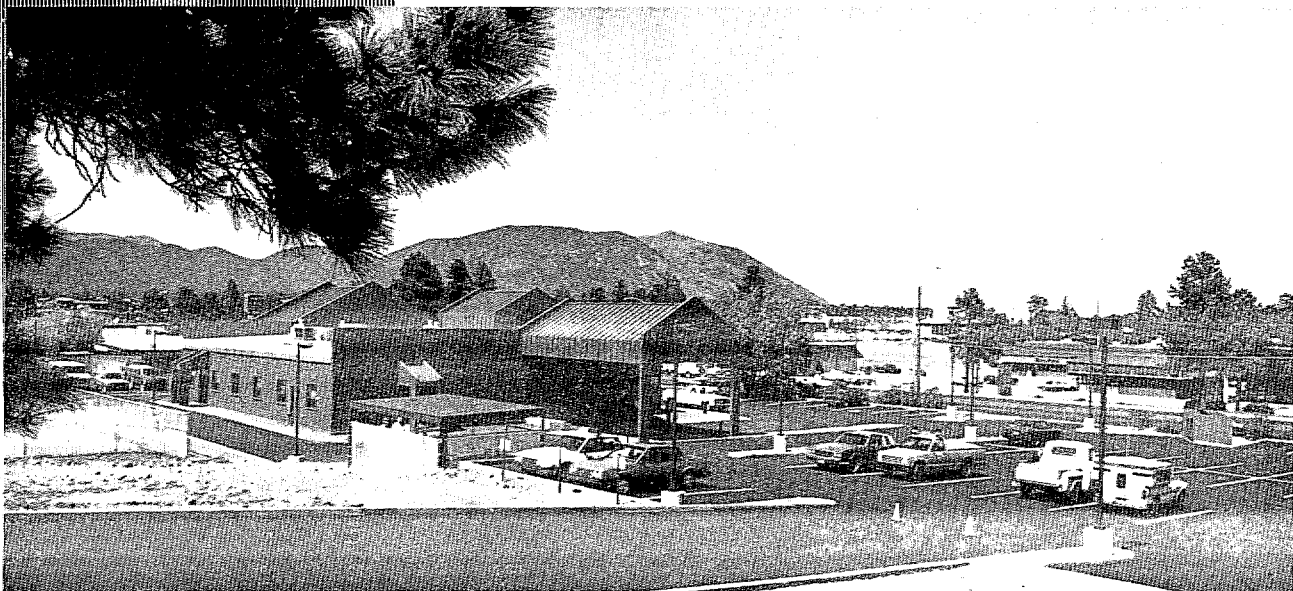
The Dodge Estimator Program was implemented to provide for faster and more accurate construction estimates for non-highway projects.

Computerized drafting was introduced in the Architectural Design Section, speeding up the designing process.

A publication brochure and report document numbering system was developed and implemented in Engineering Records Services. This has enhanced inventory control, has guided print reorders, and has identified and controlled inventory revenue.

A video graphics program was implemented for Department-wide use. This program helps distribute slide preparation throughout ADOT, freeing sectional personnel for other duties.

The Mail Room presorted 96 percent of all first class mail, resulting in an \$87,000 savings for ADOT.



Taking a key role in the big picture

During the 1987 fiscal year, the Transportation Planning Division continued to take leadership roles in major initiatives of national importance and statewide significance.

The newest nationwide effort supported by the Division staff is intended to result in a new national transportation policy to keep America moving well into the 21st Century. This program, called the "**2020 Consensus Transportation Program**," has the support and backing of the American Association of State Highway and Transportation Officials (AASHTO) through its Task Force on the Consensus Transportation Program, chaired by ADOT Director Charles L. Miller.

The major statewide planning effort initiated by the Division includes Transportation Future Scenarios for the next 50 years. From these scenarios, transportation plans focusing on a 25-year horizon will be developed for the various modes serving the State of Arizona. Modal performance objectives, derived from the 25-year plans, will provide guidance for the creation of 10-year project priorities and preparation of the five-year construction program.

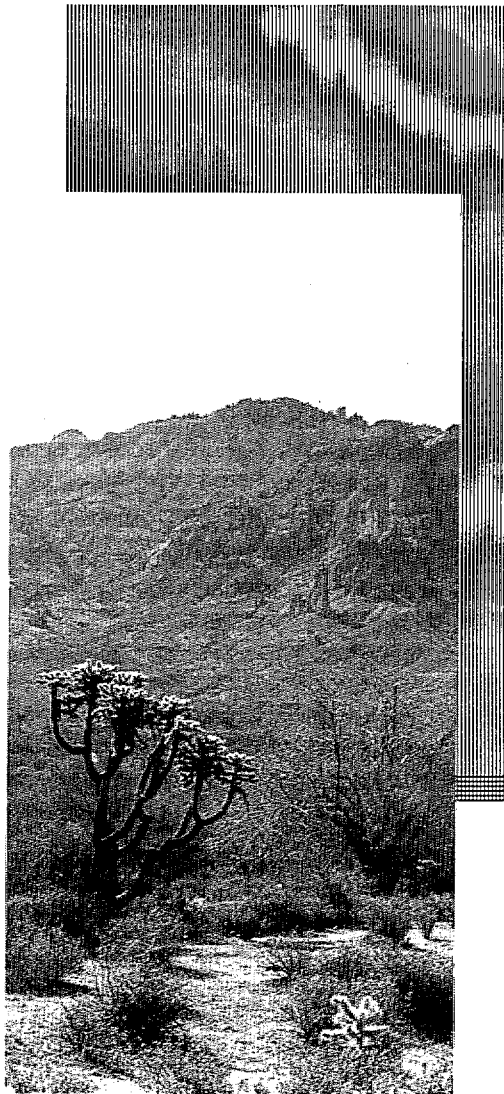
Beyond these new transportation planning initiatives, the Division also continued its involvement in a host of major on-going activities involving transportation issues throughout the nation and the state.

On the national scene, the Division extended its involvement with the National Governors' Association (NGA) and the Federal Highway Administration (FHWA) in the development and implementation of the new **International Fuel Tax Agreement (IFTA)**. Through the efforts of the Division, three new states already have entered IFTA and eight to 10 others are currently in the process of joining this pact that greatly reduces the administrative burden of fuel taxes on the trucking industry.

In the **Maricopa County** region, the Grand Avenue and I-17/I-10 corridor studies were completed. It was recommended that Grand Avenue be developed as an expressway from Beardsley Canal on the northwest end to Van Buren Street on the southeast end. This improvement was estimated to have a price tag of about \$500 million. For the I-10/I-17 corridor, over \$750 million worth of improvements were identified. Implementation of these improvements was begun with the programming of \$120 million worth of work in the new five-year program.

In the **Pima County** area, State Route 260--the Aviation Corridor facility--received the most attention. Interim traffic analyses and forecasts were developed by Division staff members to assist the Highways Division in the determination of the stage construction requirements for the facility. Bond funds were then programmed to accelerate progress on the development of this needed project.

Through a major commitment of Division staff members and resources, the Maricopa County and Pima County regions each received planning assistance in determining the relative effectiveness of various transportation control measures in reducing travel and improving traffic flow in order to positively impact air quality in these two sensitive areas.



The Division's computerized urban transportation demand models contributed an analytical capability to the studies that were cooperatively produced through the Metropolitan Planning Organizations, the state and county Health Departments, and consultant contracts funded by the Federal Highway Administration.

The **Transportation Planning and Research Program (TPAR)** initiated studies on driver licensing safety and education, travel demand forecasting and analysis, the impacts and means of developing urban freeways, and weigh-in-motion technologies for heavy vehicles. An additional research contract was granted by the Division for a consultant study to assess Arizona's current and future freight network and the performance of our highways that carry heavy trucking movements.

Small area studies were completed for the cities and towns of Bisbee, Cottonwood, Payson and Prescott. Similar studies were begun for the jurisdictions of Bullhead City, Flagstaff, Kingman, Lake Havasu City, Show Low/Pinetop-Lakeside and Willcox.

In the public transportation arena, the Division was given responsibility for handling the **Urban Mass Transit Administration (UMTA)** Section 18 Program for rural transit assistance. The Division applied for grants totaling \$800,000 to assist rural Arizona communities in transit operations. The Division also received \$343,000 from UMTA's Section 16(b)(2) Program to help purchase 22 vans for 21 different private non-profit organizations around the state that provide transportation services for elderly and handicapped persons.

Advancements, new products, achievements

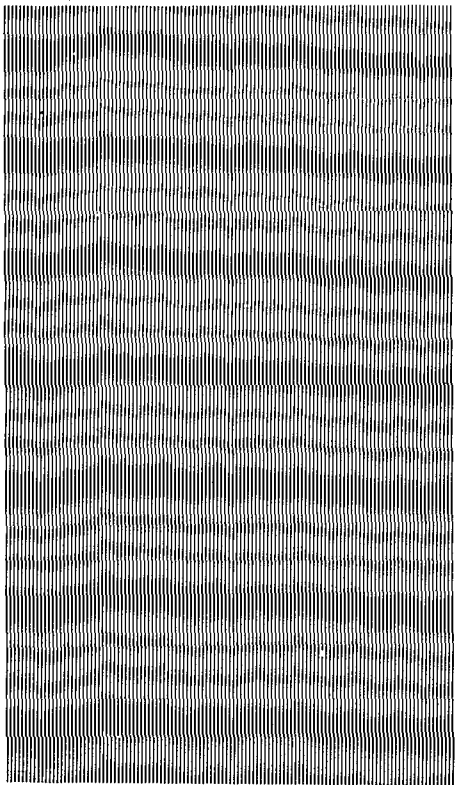
SPECIAL SUPPORT

Through efforts of the **Affirmative Action** office, Disadvantaged Business Enterprises, including women, received \$36.4 million in contracts and subcontracts for federal aid highway projects. This is up from \$33.6 million in the 1986 federal fiscal year.

The representation of women in ADOT's internal workforce increased from 28 percent to 29 percent. The overall representation of minorities continues to remain above civilian labor force parity.

The number of manhours performed by women and minorities on federal-aid construction projects increased 13 percent above the 1986 federal fiscal year. Increases in manhours performed by each race or ethnic group also were achieved. Women and Native Americans experienced a 22 percent and a 28 percent increase, respectively, in manhours over 1986 figures. Blacks experienced a 38 percent increase.

At **Arizona Highways Magazine**, "*Arizona Highways Album: The Road to Statehood*" was published as a tribute to the state's 75th anniversary of statehood. The album is a 176-page, hardcover book with 235 historic black and white photographs of old Arizona. A dozen writers contributed to the text.



Also related to the statehood celebration was the magazine's reprint of the *"Arizona Illustrated Road Maps and Tour Book,"* first published in 1913. The book contains 200 pages of text, photographs, and maps on the state's communities and their attractions during that period.

Arizona Highways also released two new books in the *"Outdoors in Arizona"* series: *"Guide to Camping"* and a *"Guide to Hiking and Backpacking."* The camping book gives information on 169 campgrounds and includes a dozen maps and more than 80 full-color photographs. The hiking and backpacking guide includes details on 48 hikes and backpacking adventures, with tips on preparation for hikes, along with full-color scenic photography and maps.

The magazine also introduced two new products: an address book and a videocassette. The one-hour video program, titled *"Arizona Highways Presents the Grand Canyon,"* features Lorne Greene as the narrator.

In the **Audits and Analysis** office, contracts totaling \$200,000 were signed with outside certified public accountants to audit contractual agreements of the Highway Development Group.

Construction audits of Districts 1, 3 and 4 started employing audit teams for the first time. The teams provided more comprehensive audits of all projects within each district.

An Audit Section was established to review general and specific controls in the Information Systems Group to comply with ADOT and state policies and to make sure the Information Systems Group's financial applications are accurate.

In the **Community Relations** office, a comprehensive program was prepared to keep the public informed on traffic congestion caused by construction of "The Stack" interchange where the Papago and Black Canyon Freeways link up and to recommend alternative ways to avoid the congestion.

The program included daily traffic advisories, a multi-media slide presentation, brochures, speeches to a wide variety of civic and service clubs, news releases, press briefings, public service announcements on radio and television, and almost daily responses to media inquiries.

The Office's program won second place in the national "Scoop Award" competition of the Public Affairs Subcommittee of the American Association of State Highway and Transportation Officials (AASHTO).

The **Employee Development** section trained 11,346 employees in fiscal 1987, averaging 27.5 hours of training for each employee.

The Section also tested 337 employees for certification in NICET (National Institute for Certification in Engineering Technologies).

Many videotapes were produced by the section, including "Keeping Arizona Moving," "ADOT Is Our Business," "Phoenix Connection," "Traffic Management T.I.M.E.," and "Motor Carrier Services."

In the **Legal** section, the amount of time devoted to questions from the Motor Vehicle Division increased significantly, especially in the area of medical standards for driver licenses. The Section hopes to end up with rules that will prevent persons who are medically unfit from obtaining a driver license without infringing on the privilege to drive of those persons who have less serious medical problems.

The number of appeals from implied consent suspensions continues to increase. Most suspensions are upheld in Superior Court, but there have been a few issues that have reached the higher courts.

The ADOT Personnel Management office computerized the reporting of personnel information via an Electronic AZ001 system. This was a significant step forward and is the forerunner of a statewide system encompassing all agencies.

Publication of "Strictly Personnel," a monthly informative newsletter regarding personnel issues, gained statewide recognition with requests from other agencies for copies to share with their employees.

Formal training was provided to more than 200 supervisors, managers and employees in the areas of staffing, employee relations, classification, insurance and personnel actions.

An agency analysis was performed to provide top management a review of turnover; sick, annual and compensatory leave; retirement projections; types and numbers of disciplinary actions; types of employee assistance issues; overtime, and the reporting of personnel data.

The Employee Assistance program had a busy fiscal year with 522 visits with employees, 1,700 phone calls and 653 hours of counseling. In addition, the supervisory training and alcohol education classes were developed and implemented.

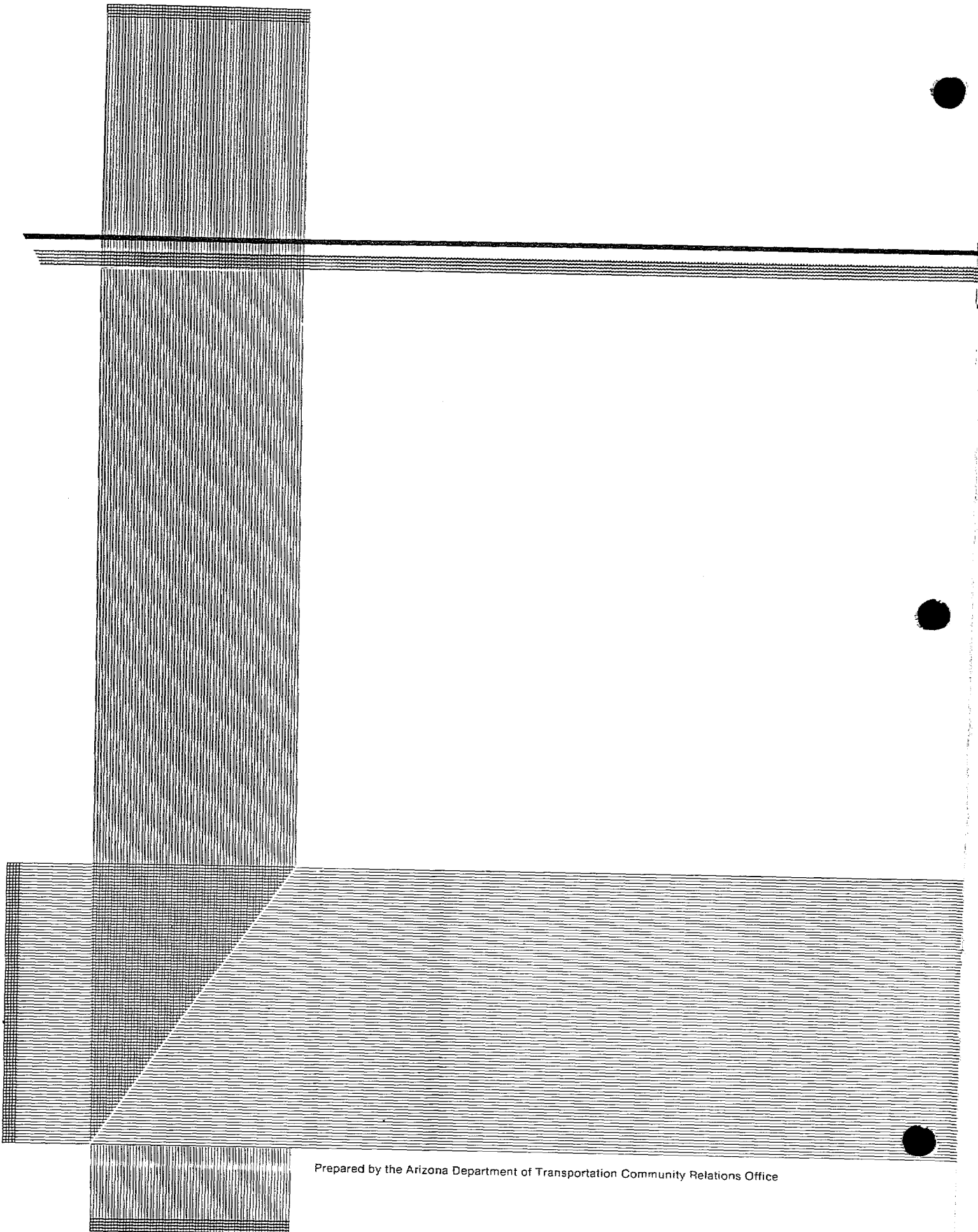
The Productivity Resource Management Systems office published 10 final reports covering the 38 work centers that were reviewed during fiscal 1987. These reports reviewed the activities of 250 employees. Recommendations for improved staffing and work methods identified a potential savings of approximately \$1 million.



Key Information and Indicators

	Fiscal 1984	Fiscal 1985	Fiscal 1986	Fiscal 1987
Employees				
Number of full-time positions				
Director's Staff	6	6	6	6
Special Support Group	150	150	150	150
Administrative Services Division	273	273	278	281
Aeronautics Division	23	23	15	15
Highways Division	2,485	2,495	2,511	2,613
Motor Vehicle Division	905	895	964	1,053
Transportation Planning Division	99	94	100	100
Number of minority employees	885	1,030	1,036	1,040
Highway Program				
Construction awards				
Number of contracts	112	152	116	122
Millions of dollars	\$246.2	\$200.3	\$269.3	\$263.4
Pavement preservation				
Interstate				
Number of miles	236.5	144.0	102.9	100.8
Millions of dollars	\$28.6	\$20.7	\$22.0	\$20.2
Non-interstate				
Number of miles	276.2	234.5	173.1	251.9
Millions of dollars	\$27.7	\$27.8	\$25.7	\$26.6
Maintenance expenditures				
Interstate	\$11.4	\$13.1	\$13.3	\$14.8
Non-interstate	\$26.8	\$29.2	\$27.8	\$29.9
Motor Vehicle Activities				
Drivers licenses issued 1	2,526,872	2,106,559	2,186,465	2,296,741
Titles issued 1	1,004,068	1,175,487	1,135,392	1,247,883
Registrations issued (cars, pickups, trailers, etc.)	1 2,382,493	2,513,960	2,628,738	2,690,394
Personalized plates issued 2	13,156	8,738	8,764	8,312
Commercial vehicles registered 1	280,023	294,931	308,185	311,273
Truck weight activities				
Face value of overweight fines 2	\$583,336	\$539,162	\$570,175	\$309,670 (3)
Aeronautics Activities				
Airport development expenses 1	\$3,850,920	\$1,639,530	\$3,073,590	\$2,520,100
Aircraft registrations 1	6,000	6,159	6,162	6,150

- (1) calendar
(2) fiscal
(3) 7 months



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